

ISSUE #19

enduro

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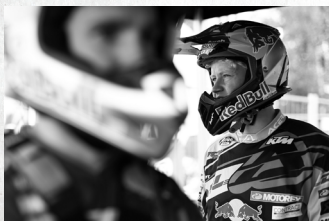
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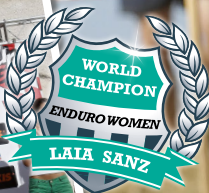
Kind of an old guy riding a kids bike tale, and what he thought of it all



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EDITORIAL #19

Are the world's best enduro athletes getting younger? Are the kids taking over? And what's happened to the idea that enduro is the sport where experienced riders are the ones who win championships?

It used to be the case that you did a few years to learn your trade, as it were, getting some mileage under the belt while serving an apprenticeship. Maybe a good few years spent racing motocross or riding trials first, then knuckling down and learning the ways of the enduro world in the hope of coming good in your late 20s early 30s?

It seems today's young guns aren't taking any notice of that. The new pattern emerging is to serve some sort of apprenticeship in your late teens then arrive seemingly fully qualified and in championship winning form as an early 20-something.

The newest guy to the world champion club is 22-year-old Steve Holcombe, who has almost freakishly topped the world after a season of European rounds, jumping into the GPs, taken a year to learn the ropes before quickly proceeding to claim the big one. Despite Matt Phillips seemingly having been around for ages the truth is that the now two-time world champ is still only 24.

The guy following the pattern of old is Eero Remes. Sticking it to the young men and still proving that age does bring experience, the Finn has clocked up his second consecutive E1 world title at the seemingly ancient age of 31.

LEGION

THE JOURNEY BEGINS HERE



The Big 3

#3.1 DOUBLE TOP

If it's harder to defend a title than it is to win one in the first place then Finn Eero Remes has proved himself as one tough cookie. The man of few words might have had Britain's Nathan Watson snapping at his heels this season, but TM's now veteran EWC racer got the job done to become a two-time back-to-back Enduro 1 World Champion. Possibly the last ever Enduro 1 World Champion.





The Big 3

#3.2 LARRY LOOPOUT

Red Bull's extreme enduro events are always good for a little (read a lot) of carnage. The third running of 111 Megawatt in Poland was no exception. Rained mixed with a sand based Endurocross track resulted in bottlenecks of goliath proportions, with the ensuing chaos getting more than the occasional part-time racer a little too revved up.







The Big 3

#3.3 WHEELIE MAN

Getting it up is one thing, keeping it up is something else. It might be Graham Jarvis who's known as the wheelie gift that keeps on giving, but Dougie Lampkin's rear wheel exploits around the Isle of Man were seriously impressive. Concentration, concentration, concentration...





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EXTREME

Two Englishmen, two kings of Extreme Enduro, two bikes designed by two proven winning combinations... but what are the differences between Jonny Walker's KTM 300 EXC and Graham Jarvis' TE300?

Words: Future7Media, Photos: Future7Media & Marco Campelli



FACE OFF

Designed and built in Mattighofen,
located between

In theory Jonny Walker's KTM 300 EXC and Graham Jarvis' Husqvarna TE 300 are pretty much the same bikes from the same factory - race-winning thoroughbreds from the ever-increasing Austrian empire. They share a similar chassis, the same WP suspension, same 300cc two-stroke engine and the same Golden Tyre rubber. But can they truly be the same? With the chance to ride both bikes we had to ask; what are the difference between Jonny and Graham's rides?

Look closely at results from the last couple of years at events where both Jarvis and Walker have raced and the winning margin is usually pretty slim. Despite being apparently evenly matched the two extreme enduro heroes have contrasting riding styles, each excelling in different areas. The beauty of extreme enduro racing is the range of skills needed to make the finish at any given event. While EnduroGPs are increasingly grabbing their fastest new talent from motocross, both Walker and Jarvis came through the tried and tested trials ranks to arrive at the top of extreme enduro. Both have worked hard to improve their overall skill sets to suit this broadly skilled, and still developing sport.

An extreme enduro rider has to be an all-rounder but so too do their bikes. "You need a good balanced set-up for events like the Romaniacs," says Jarvis, "because you have so much different terrain and it varies so much. You need a good base setting to suit it all." Jonny Walker agrees, but is more straightforward with his answer. "You need a pretty soft bike, soft power and soft suspension. If it's too strong and hard it's gonna be shit on the extreme stuff."

"YOU NEED A PRETTY SOFT BIKE, SOFT POWER AND SOFT SUSPENSION..."







“THE FMF PIPE MUST BE THE
DIFFERENCE IN THE SMOOTHNESS
THAT WE FELT LOWER DOWN ON
JARVIS’ BIKE...”



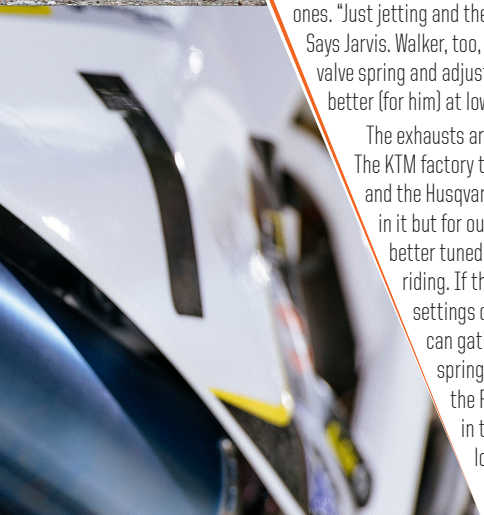
The bedrock of doing well at this sport is to be good at the technical sections. If you can't ride the technical stuff you'll blow loads of time and use up loads of energy. Bikes have to be forgiving and manageable, which is why the base settings for both Walker's and Jarvis' bikes are softer engines and soft (by enduro standards) suspension.

Their bike set-ups mirror the contradictory realities of extreme enduro - though they aren't mirror images of each other. It is no surprise to find Graham's Husqvarna TE300 is set-up the softer and smoother of the two - power is smooth, progressive and linear, the riding position neutral while the suspension is relatively soft, too. Basically, it makes the job of riding anything technical as easy as it could ever be on an enduro bike.

Jonny's bike isn't so far removed, still smooth and silky, it's a step up the ladder as you'd maybe expected from the way Walker rides - bars a little further back, soft by enduro standards but still firmer suspension than Graham and a little more aggressive when it comes to the power delivery. In reality the differences are small but it's all about character, how a bike feels and how a rider can get the best from it.

Compared to their respective Enduro GP stable-mates at KTM and Husqvarna it's a surprise (but a great advert) to find the only deviations from the standard engine are basic ones. "Just jetting and the power valve to back it off a bit."

Says Jarvis. Walker, too, says he uses, "a softer power valve spring and adjusts the jetting to make it work better (for him) at lower revs."



The exhausts are on the short list of differences. The KTM factory team is sponsored by Akrapovic and the Husqvarna team by FMF. There's not a lot in it but for our money the FMF felt smoother, better tuned in to the slower, more technical riding. If the engines are basically the same settings on the power valve (from what we can gather they both use a softer 'green' spring) and all else is standard, then the FMF pipe must be the difference in the smoothness that we felt lower down on Jarvis's bike.

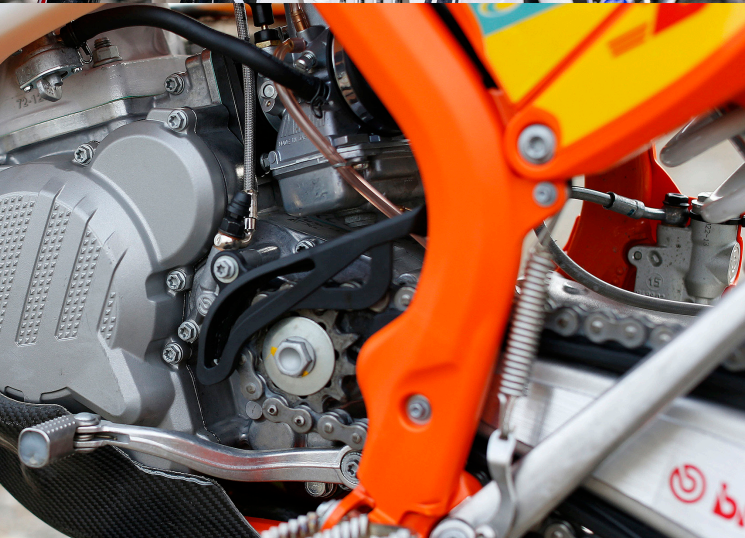
"I LIKE A SIMPLER BIKE, WITH NOT TOO MUCH BOLT-ON STUFF. I FEEL I DON'T NEED IT AND IT JUST MAKES A BIKE HEAVIER..." JONNY WALKER

Jonny admits to being "a bit fussy" about handlebar positioning. "I mess about with those sort of things a lot to get it feeling right. I have them [bars] in line with the forks pretty much." We found them a bit far back if anything, further back than Jarvis' for sure. The result is that it puts you in a distinctly different body positions on Jonny's bike compared to Graham's, particularly when you're standing. Lower elbows, further back and possibly less relaxed.

Jonny's leg injury sustained in the SuperEnduro Championship put him off a bike for the first half of 2016. Since then he's worked tirelessly to return to full fitness, keeping a straightforward approach to improving his set-up. "I like a simple bike, with not too much bolt-on stuff. I feel I don't need it and it just makes a bike heavier." Just the stuff that matters on Jonny's bike then, which is another way in which the factory KTM and Husqvarna are a match for each other – top-spec (but off the shelf) WP forks and shock, off-the-shelf exhaust systems, stronger triple clamps, bars, chain and sprockets, footrests, disc guards and seat covers. And, erm, that's it.

Talk about testing and development with Graham and the man of few words has very few in reply. "The less options the better for me!" Rockstar Husqvarna off-road team manager, Andi Holz agrees: "Graham is Graham, you know, he will ride anything and that is what makes him so great. Sometimes we have to make him change things or develop the bike, if not he would just carry on the same forever."









**“WHEN YOU’RE RIDING FOR SIX OR SEVEN HOURS
YOU WANT A BIKE TO BE EASIER, MAKE YOU
LESS TIRED, AND THE NEW BIKE DOES THAT...”
GRAHAM JARVIS**

Ask Graham for some details about what feels different between 2016 and 2017 models and he admits it wasn’t until he got back on a 2016 model quite recently that he noticed the difference. “The biggest differences is less vibes from the engine because of the balancer shaft in the new bike. It makes it an easier bike to ride over long events. When you’re riding for six or seven hours you want a bike to be easier, make you less tired and the new bike does that.”

Adds Jarvis. It’s not that Graham isn’t sensitive to changes but the truth is what matters, matters. What doesn’t matter or help him ride better falls off the radar like dark matter.



The changes from 2016 to 2017 models from Husqvarna and KTM were big, a ground-up re-design for both 300 EXC and TE300 models. For Walker, “The new bike just feels easier and so much better.” After most of the 2015/16 winter on a 250 EXC-F for Super Enduro and then half a year out while his leg repaired itself Jonny is still finding his feet with the 2017 300 EXC (although his win at the Megawatt surely puts him back on song). One difference between Jonny’s 2016 and 2017 bikes is the Rekluse clutch, which has been replaced by a conventional (more robust than standard) Hinson clutch.

"ANOTHER DIFFERENCE IS THE BRAKES. DISC SIZES ARE STANDARD BUT GRAHAM RUNS A STANDARD SYSTEM, WHICH FEELS SOFTER TO THE FACTORY BREMBO CALIPER ON WALKER'S 300."

STANDARD OR FACTORY?

If anything is non-standard on either of these Extreme Enduro factory weapons then it is a part you can buy. That's the 48mm WP Cone-valve forks and Trax shock, plus the exhaust systems (FMF for Husky and Akrapovic for KTM). Other common parts across both bikes are the Hinson clutch, Supersprox sprockets and Regina chains. The differences on the spec sheet are small, just Neken handlebars and triple clamps on the Husky while Walker has Renthal bars on his KTM.

Raptor footrests are a common change over standard and, like many, Jarvis and Walker have the grippier pegs 5mm lower/5mm further back over standard. It's a simple trick that many riders across all enduro disciplines use to get in a more comfortable standing position.

There is one significant difference between the two bikes you wouldn't spot unless you ride them. Farioli technician Ceco Vardanega points out Walker has the five-speed gearbox, "from the 300 XC model from the US, to make it a shorter distance between gears on longer hills. Gomez uses the standard six-speed box though and it may be that Jonny will change."

Another difference you feel as a rider is the front brakes. Disc sizes are standard but Graham runs a standard brake system according to Holzl, which feels softer by comparison to the factory Brembo caliper on Walker's 300. It's a caliper you can buy from Brembo, so no fancy MotoGP-spec unobtainium here, but it makes a difference and quite an impact to both the feel and bite at the lever. Graham reckons he, "prefers it softer" and has tried the stronger brakes but felt he "didn't need it that strong." Jonny however feels the factory brake, "has solid bite to it and that's what I want for better power. It's stronger but I can deal with that, it's worth it."







MAD FACT

"After a major race like Erzberg, definitely Romaniacs, the bikes are ready for the trash. Not so much the engine, we can service that, but the chassis, swingarm and frame are scrap, no good, we throw them in the bin. And of course all the plastics, obviously." - Andi Holz, Rockstar Husqvarna Team Manager





Many factory bikes have a basic light switch behind the front number board so the lights can be manually switched on. Walker's is the first bike we've tested with two switches, just in front of his top triple clamp. One's for lights and the other manually switches on the fan. Although it still operates off a thermostat switch like normal, Jonny can also override the thermostat and turn the fan on manually to lower the engine temperature before he attacks a difficult climb.

Ultimately, the differences are pretty minimal between the Red Bull KTM of Jonny Walker and Graham Jarvis' Rockstar Husqvarna. The bigger revelation, for us at least, is just how showroom they are. How non-factory these "factory" bikes are. Bolt-on (albeit expensive) WP suspension and a really similar engine tune make them pretty similar beasts, except to say Jarvis' ride is a little on the softer side. Five versus six speed, different handlebar position and a switch to turn on the fan - is that really all it boils down to?

If nothing else then testing these two factory bikes helps prove a point which Jarvis himself makes clearly... "extreme enduro is much more about the rider. It's about picking lines and making the right choices. You can get on a standard 300 and do well, win even, because I have in the past." Walker has a similar view. "The EXC is basically a great bike as it is, you don't need to make huge changes in tuning the engine or whatever. That just makes the bike unrideable for Extreme events." **e**



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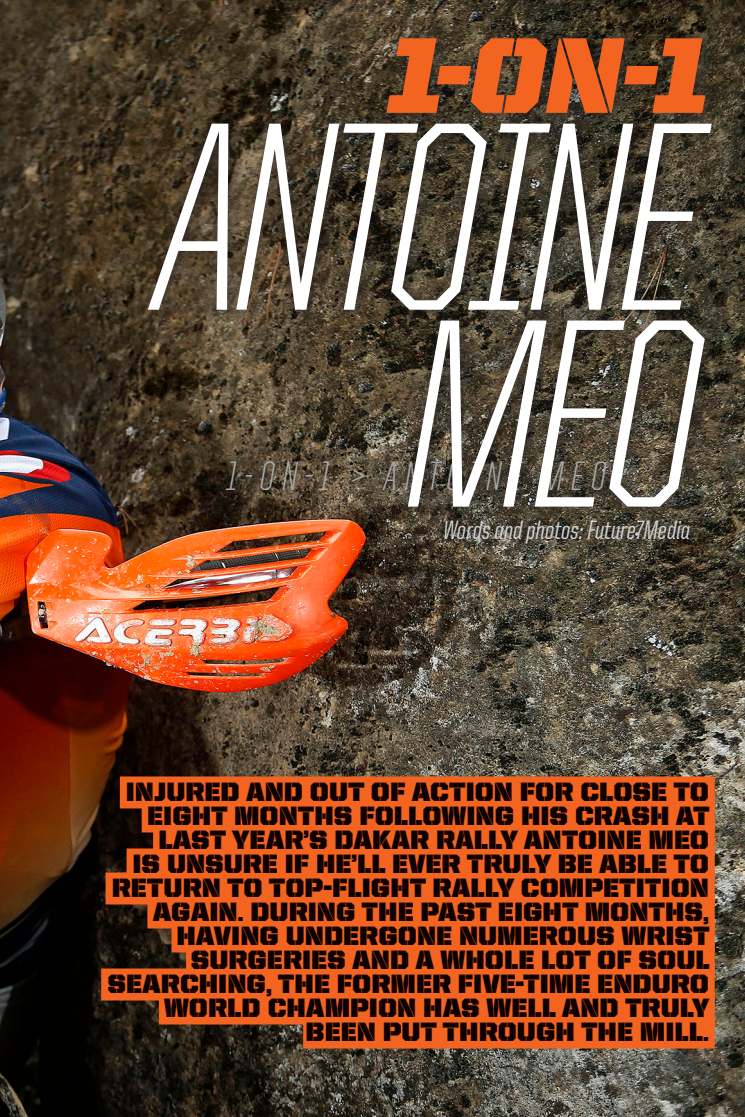
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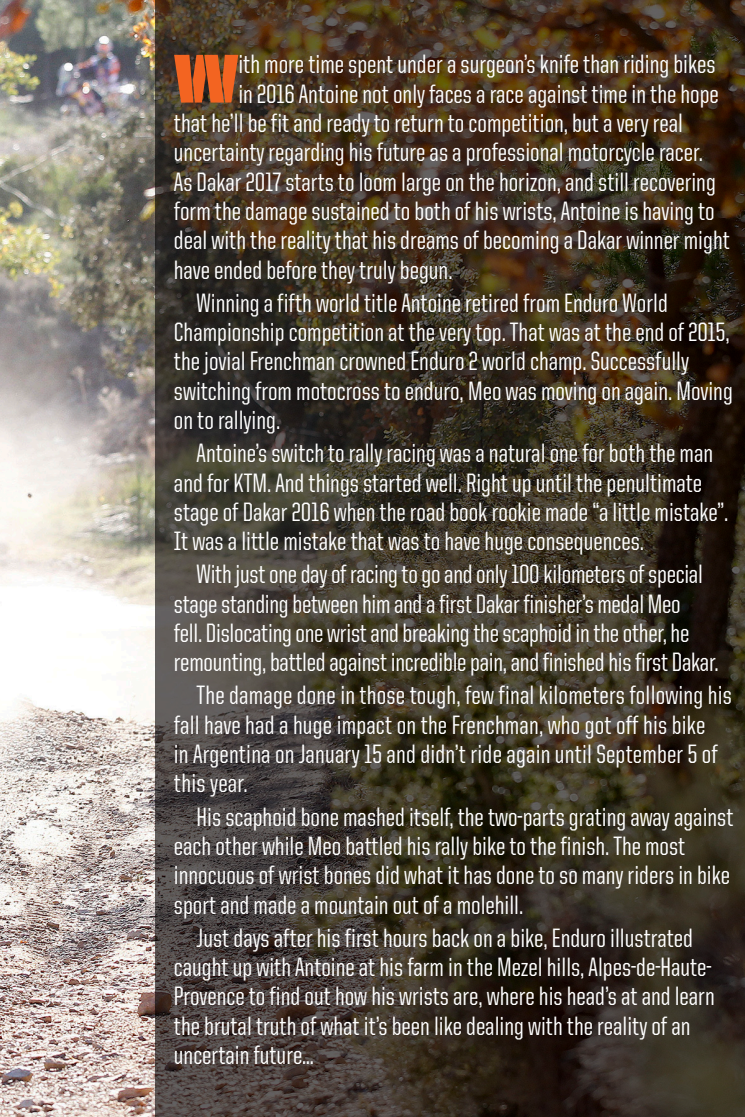
1-ON-1 ANTOINE MEO

1-ON-1 > ANTOINE MEO

Words and photos: Future7Media

INJURED AND OUT OF ACTION FOR CLOSE TO EIGHT MONTHS FOLLOWING HIS CRASH AT LAST YEAR'S DAKAR RALLY ANTOINE MEO IS UNSURE IF HE'LL EVER TRULY BE ABLE TO RETURN TO TOP-FLIGHT RALLY COMPETITION AGAIN. DURING THE PAST EIGHT MONTHS, HAVING UNDERGONE NUMEROUS WRIST SURGERIES AND A WHOLE LOT OF SOUL SEARCHING, THE FORMER FIVE-TIME ENDURO WORLD CHAMPION HAS WELL AND TRULY BEEN PUT THROUGH THE MILL.





With more time spent under a surgeon's knife than riding bikes in 2016 Antoine not only faces a race against time in the hope that he'll be fit and ready to return to competition, but a very real uncertainty regarding his future as a professional motorcycle racer. As Dakar 2017 starts to loom large on the horizon, and still recovering from the damage sustained to both of his wrists, Antoine is having to deal with the reality that his dreams of becoming a Dakar winner might have ended before they truly begun.

Winning a fifth world title Antoine retired from Enduro World Championship competition at the very top. That was at the end of 2015, the jovial Frenchman crowned Enduro 2 world champ. Successfully switching from motocross to enduro, Meo was moving on again. Moving on to rallying.

Antoine's switch to rally racing was a natural one for both the man and for KTM. And things started well. Right up until the penultimate stage of Dakar 2016 when the road book rookie made "a little mistake". It was a little mistake that was to have huge consequences.

With just one day of racing to go and only 100 kilometers of special stage standing between him and a first Dakar finisher's medal Meo fell. Dislocating one wrist and breaking the scaphoid in the other, he remounting, battled against incredible pain, and finished his first Dakar.

The damage done in those tough, few final kilometers following his fall have had a huge impact on the Frenchman, who got off his bike in Argentina on January 15 and didn't ride again until September 5 of this year.

His scaphoid bone mashed itself, the two-parts grating away against each other while Meo battled his rally bike to the finish. The most innocuous of wrist bones did what it has done to so many riders in bike sport and made a mountain out of a molehill.

Just days after his first hours back on a bike, Enduro illustrated caught up with Antoine at his farm in the Mezel hills, Alpes-de-Haute-Provence to find out how his wrists are, where his head's at and learn the brutal truth of what it's been like dealing with the reality of an uncertain future...

Antoine, it's great to see you back on a bike. How long exactly were you unable to ride following last year's Dakar?

"Eight months. It was January 15 when we finished Dakar and I started riding again on September 5. This is life, but it's been a difficult moment in my career. When I've crashed before I've recovered quickly and then when I've started riding again I've always been able to recover my speed and fitness easily. But this time, because the injuries were serious and because I've been off a bike for almost eight months, it's very different. I don't know if this is going to be the same in terms of getting back my speed, my fitness, my technique."

What exactly happened when you crashed in last year's Dakar, what damage did you do?

Meo: "You know the Dakar is 12,000 kilometers long and if you crash with only 100kms of special stage to go you say to yourself, 'I need to do this.' So I tried to ride to the finish. I crashed on the penultimate day, injuring both my wrists badly. I dislocated one and broke the scaphoid in the other one. I was in pain during that day, but not so much that I couldn't ride on. So, I decided to go on. I looked at the map for that last day and the stage looked easy, but it wasn't. It was really difficult and it was terrible for me. So, so painful. I arrived at the finish but since then it's been a long, long recovery."

As a racer focused on a podium result it must have been very difficult to have even considered giving up so near to the finish?

"When it is only a few kilometers to the finish, I wasn't thinking about the result. I just wanted to finish because, you know, you don't know if you will get the chance to race an event like this again."

How much riding have you done recently and on which bikes?

"For the moment I've ridden only a few times on an enduro bike. Once for two hours and once for three hours but I cannot ride the rally bike yet because the front-end is strong and with the fairing and everything it is heavy. I don't have the power in my hands yet so I am not ready for the rally bike yet."





**"DAKAR IS NOT LIKE ENDURO OR MOTOCROSS
WHERE IF YOU HAVE ONE MORE LAP OR ONE
MORE SPECIAL TEST YOU CAN CARRY AN
INJURY TO THE FINISH..."**



**"SO NOW IT'S A WAITING GAME -
WILL I COME BACK OR NOT? I WANT TO
GET MY SPEED BACK - I DON'T WANT TO
GO TO DAKAR AS A WATER BOY..."**

Have you ever experienced an injury like this before in your career?

"Three years ago, in 2014, I broke my wrist in Finland. That was a big crash and a big pain. But in Dakar this year it was not a big crash, the damage to the bike was nothing but the damage to me, because I carried on, was very big. For sure, if I'd have stopped when I crashed the damage to my wrists wouldn't have been so bad, but that was my mistake. Dakar is not like enduro or motocross where if you have one more lap or one more special test you can carry an injury to the finish."

How is your mind right now, do you think you can race again? Will you make it to the Dakar next year?

"I want to be at a good level. I know many riders who are older who never return back at the same level after injuries. If I'm not 100% I know it is not necessary to ride again. I know I had my time and if I'm not able to ride like before I know that this is just what can happen, life continues. That is my view. I am lucky KTM care a lot about me and push me hard to come back. If it was just me I might not be jumping so much to come back for Dakar 2017, but at the moment I am trying everything to come back as soon as I can. I am not going just to try and finish, this is not me. So now it's a waiting game - will I come back or not? I want to get my speed back - I don't want to go to Dakar as a water boy."

When will you make that decision about returning to racing, about Dakar 2017?

"November. By November 5 if I cannot ride five days without pain then I don't feel I can do the rally. The problem is the pain. At the moment I can ride one day but after that I need three days to recover from the pain. So at the moment my durability is three hours. So I am very far away from where I need to be."

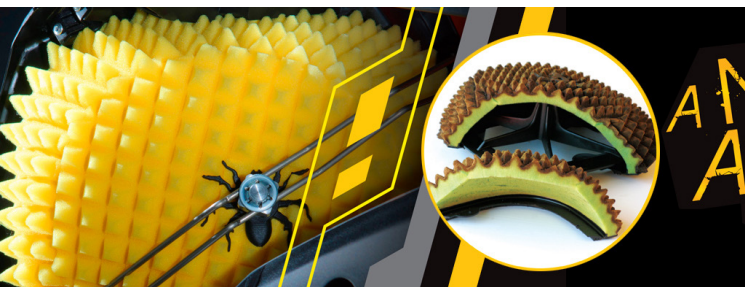
So what about the option of simply taking some time out, leaving things for this year and then coming back for Dakar 2018?

"We will have to see how things go. In some ways I want that. But KTM is pushing to do things quicker, so I am trying my best and we will see. I will try everything then if in November we cannot ride then for sure we do not go to Dakar. If in March I still do not have the level I need, if things aren't where they need to be, well, it is more than one year (between races) so what more can I do? Nothing. We will have to see about the future."

What you're going through - the uncertainty surrounding your career - these are difficult times for any sportsman to deal with!

"Yes. Right now things are very difficult with my wrist. For some time I couldn't do anything - I couldn't bend my wrist, cut my food and so on. When so many day-to-day things are so difficult, yes, it makes you think. But (pauses) this is how it is. It is still my goal to win the Dakar then switch to cars. I want to try everything to do that."

"THE ONE THING I DON'T WANT TO DO IS BE LIKE SO MANY OTHER RIDERS WHO TRY TO CONTINUE... I AM LUCKY, I'VE HAD MANY GOOD TIMES. BEING ONE OF THOSE RIDERS THAT IS NO LONGER COMPETITIVE, THAT IS MY BIG FEAR..."





"The one thing I don't want to do is be like so many other riders who try to continue, try to win more championships or title when they're no longer at the level they need to be to do that. I am lucky, I've had many good times. Being one of those riders that is no longer really competitive, that is my big fear."

Our guess is that you need to be philosophical in this kind of situation?

"Like I say, I've had a lot of luck in my life. When I arrived at the Dakar last year, I wanted to finish on the podium. I thought that was possible. Toby Price had done it the year before, so I knew it was possible. I wasn't expecting to win, but third was possible. I trained for that goal and I was there, you know. And then I made a little mistake.

"You make decisions in your career and that's that. But if things can't be like they were before (pre wrist injuries) it's time to switch. Every day I wake up I think about the Dakar, but we will see."

Finally, you must know, based on last year, that you can do it, that you can do well in Dakar?

"Yes, for sure. I know I have the speed and in the technical sections I know I can do it but the most difficult part is navigation. So I trained a lot, I am very lucky to have such a great place to train here at my home, it's an amazing place. I can start here and do 200kms on gravel road, it is an amazing place to do the training. I knew Dakar would be hard and long, not at all like motocross and all over in minutes. So I trained hard and I arrived knowing I was in good shape. Then I made a small mistake and paid a big price..." e

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2017 X TRAINER 2T 300
ELECTRONIC OIL INJECTION





Slippery when wet! It was intended to be extreme and it was. While KTM's Cody Webb might have made things look easy the 2016 Kenda Tennessee Knock Out was old school tough – slippery, naturally challenging and unquestionably gnarly. Securing his fourth consecutive event win Webb was in a class of his own. Others didn't fair quite as well.

GALLERY #19.1

Words and Photos: Future7Media



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GALLERY #19.1



Wade Young's first trip to the States to race at TKO didn't go as the South African hoped. One of the fastest rider on track, a crash resulted in a broken clutch perch. Fast work from his Sherco mechanics saw Young back out on track in double-quick time, where he charged to a well-deserved runner-up result.





Ty Fremain



Steward Baylor



Mike Brown



GALLERY #19.1



King Cody. Winning TKO for a fourth consecutive time Cody Webb made light work of the rocky Tennessee terrain. Plain and simple, he was the boss. Winning each of his qualifying knockout heats, the extreme and indoor specialist never really looked like doing anything other than winning.



GALLERY #19.1



Grinners are winners. Hats off Wade Young, Cody Webb and Kyle Redmond





Cody Webb rolled into the opening round of the 2016 Endurocross championship in Atlanta proudly displaying the #1 on his KTM. Come the end of the night he found himself second to Colton Haaker – the rider that snatched the FIM SuperEnduro title away from him back in March. With Haaker and Webb joined on the podium by Taddy Blazusiak all three of the championship's expected title favourites finished on the box, suggesting a white hot battle for championship honours in 2016.

GALLERY #19.2

Words and Photos: Future7Media



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GALLERY #19.2



Colton Haaker









Cody Webb and Taddy Blazusiak



WORLD CLASS MX GRAPHICS

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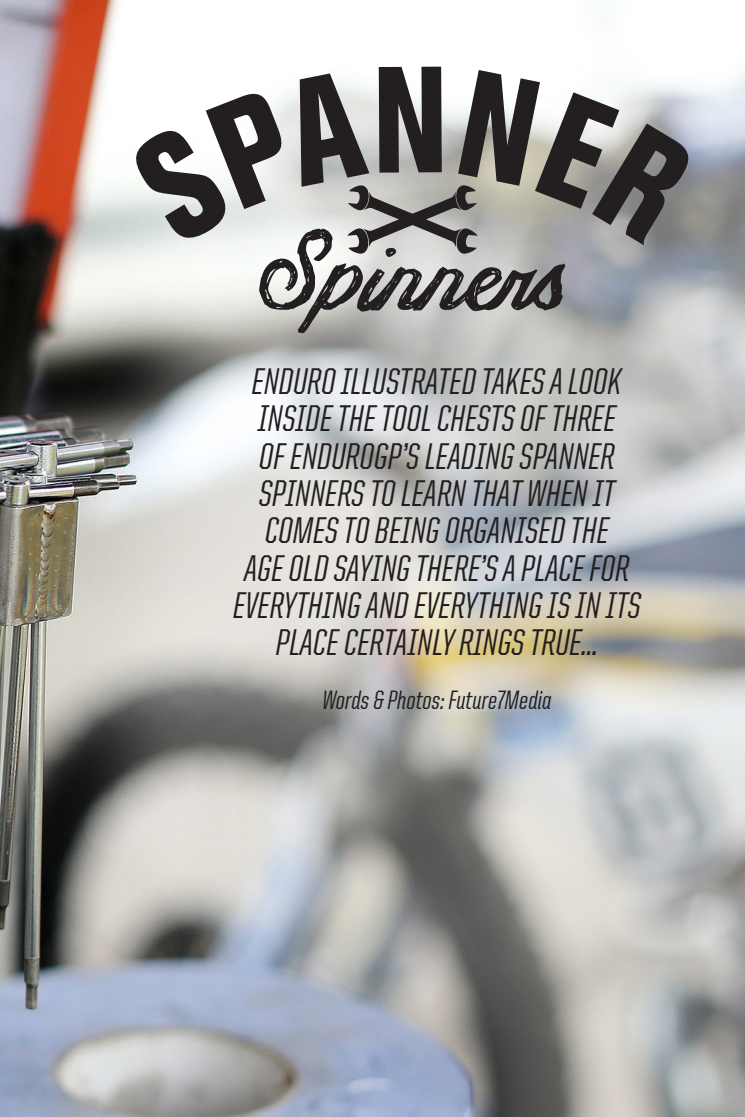


**MALCOLM
SMITH
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SPANNER



Spinners

*ENDURO ILLUSTRATED TAKES A LOOK
INSIDE THE TOOL CHESTS OF THREE
OF ENDUROGP'S LEADING SPANNER
SPINNERS TO LEARN THAT WHEN IT
COMES TO BEING ORGANISED THE
AGE OLD SAYING THERE'S A PLACE FOR
EVERYTHING AND EVERYTHING IS IN ITS
PLACE CERTAINLY RINGS TRUE...*

Words & Photos: Future7Media

SPANNER
Spinners





Something old, something new, something borrowed and most likely something made by hand many years ago to do a very specific job. Tools you never use and tools it's impossible to live without. Wrenches you treat badly and spanners you're so precious about you treat them like jewels. Inside every toolbox is a story.

If you ride dirt bikes then you need tools, it's a fact of biking life. How you treat them, and in what kind of tool chest you store them is as varied as the faces of the people using them. Sometimes we need them like a child needs a comfort blanket. Sometimes they're pushed to the back of a draw not to see the light of day for years and years. One thing's for sure we rely on our tools and tool boxes because they help us keep riding.

Pro mechanics take spannering and spanner care to new levels of obsession and perfection. Dedication to the cause of toolage knows no bounds when it comes to those responsible for keeping the machines of the world's fastest woods racers in fine fettle.

And so it was, at the final round of the 2016 world championship that Enduro illustrated decided to take a walk round the paddock, dropping in on a number of factory teams to pick out three of the most experienced and obsessive mechanics in the business and find out more about all things tools.

MECHANIC:

Thomas Viola

Rider: Lorenzo Santolino

Team: CH Racing Team Sherco

Race morning ritual: Get everything (and he means everything) out and ready for the day ahead.

Most used tool(s): 8/10mm T-bars

Favourite tool: Fork seal cleaning tool

Couldn't live without: 13mm T-bar ground thinner to reach shock top bolt

Handiest tool: 27mm ring spanner ground flat for fork tops

Oldest tool: Handmade clutch plate removal tool (made from an old welding rod years ago)

Best tool tip: Have a range of tools for each job and have everything to hand, right where you need it



SPANNER
Spinners



MECHANIC:

Alberto Cattaneo

Rider: Josep Garcia

Team: Rockstar Energy Husqvarna Factory Racing

Race morning ritual: Coffee, then make sure the work area is clean and ready to go.

Most used tool(s): 8/10mm T-bars

Favourite tool: WP fork adjustor flat screwdriver (for getting at fork top adjusters when handlebars are in the way)

Couldn't live without: Flexi long shaft driver for reaching the airbox/intake funnel clamp.

Handiest tool: Steel bar for prizing hot exhausts off

Oldest tool: Handmade (20-year-old) bearing removal drift. Fast and accurate when chasing out bearings.

Best tool tip: Quick Steel, two-part metal repair (sets solid like metal in minutes when a bodge repair is the only option).



SPANNER
Spinners



MECHANIC:

Salvatore Selloni (Sasa)

Rider: Giacomo Redondi

Team: Red Moto Honda

Race morning ritual: Make sure everything is where it should be and ready to use

Most used tool: T-bars

Favourite tool: Homemade spoke key (ground away spanner), stronger so doesn't round off spokes.

Couldn't live without: Modified fork pump, reduces attaching valve from 1 minute to 10 seconds.

Handiest tool: Magnetic flexi pipe for picking up bolts that fall into places they shouldn't.

Oldest tool: Homemade spring puller (15 years) so it doesn't take five minutes to remove one exhaust spring!

Best tool tip: 'Anti sabotage' thread lock fluid, more like paint than normal thread lock and lasts longer.



SPANNER
Spinners

am

8-11

Moto

Honda Racing

Honda

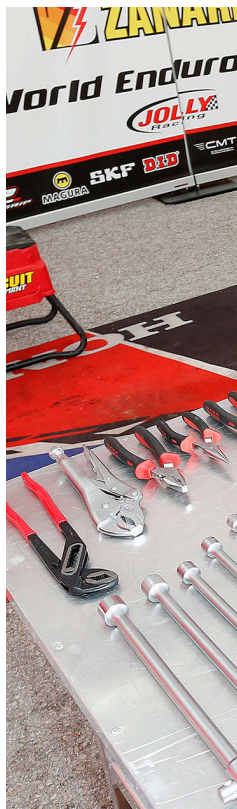
Toolbox layout

GP mechanics are afforded some luxuries in life. For starters those massive trucks with everything they could ever possibly need inside are far removed from the rest of us and our modest sized bike haulers. More so the reality is that every tool they ever really need is right there, in their tool chest on their workbench, right where they need it.

Alberto Cattaneo, Salvatore Selloni and Thomas Viola might do things differently when it comes to working on bikes but all are pretty much united in how they lay their toolboxes out. Order, structure, uniform...from top drawer down it's not so much that there's a place for everything and everything is in its place, but more that logic dictates the rules.

What they use most is in the easiest to access drawers and crucially always, always in the same place, "Everything lives where it lives, when you finish you put it back home." Says Cattaneo. "It doesn't matter too much where the order is but you must have order," agrees Viola, opening and closing each of the drawers in his toolbox. "For me the most used items sit in the top few drawers. A line of screwdrivers of different sizes and lengths in one draw, T-bars or spanners all grouped in another drawer by themselves, it is simple logic." Which drawer doesn't matter but, "You don't want a mess, so you can't find something in a hurry." Agrees Selloni.

All three also had what appeared to be a messy top layer and a pretty packed (deep) bottom drawer to their tool chests. But don't be fooled, like every good 'man drawer' it wasn't chaos at all. For all of these three GP mechanics that top layer is a mixed bag - some odd tools, some thread lock liquids, their special tools, some insulation tape but all the while each tool lives in its own place. Heavy or bigger tools like hammers, pullers and general oversize tools live down the bottom - basically the least used tools live in the least used drawer.







**TAKING ENDURO
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How to build a basic tool kit

We have to keep our bikes maintained or they'll let us down and that means we need a decent tool kit. But what should go into a 'decent' tool kit?

What you'll likely have in your tool kit will grow over time as you get different bikes with different fitments. What's in your toolbox grows too as you need different tools for different jobs - each time you come up against something you haven't got the right tool for, reach for the tool catalogue, visit the local tool shop or buy online. But buy wisely. Spend as much as you can afford, but remember that it's well worth investing in quality tools. Ask any experienced mechanic and they'll tell you that.

The simplest way to build a tool kit is to start removing things from your bike and find out what you need and what you haven't got. Comprehensive 'ready made' tool kits are available but you'll often find you don't use half of them and end up needing things that aren't there.

So sound advice denotes it's best to buy a few decent, quality tools that you know you'll need rather than a multi-pack of fifty tools, 30 of which you won't use. The most basic tool kit should include T-bars for panels, levers, exhaust bolts, fork clamps and frame bolts. Also, sockets, extension bars, ratchets and spanners for wheel spindles, nuts, shock bolts and suspension linkages and the like. Good quality screwdrivers for airbox funnels, carb intakes and many other jobs are a must. Plug spanners, chain splitters, spoke keys, some hammers, and a torque wrench are also items that might not get used every day, but when they are they will make life much, much easier. **e**





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SIXTEEN



RIDER OF Matt P

Tasmania's finest should certainly be feeling After all, it's not every day you get to hand a ma what Matt did, and then some. Winning the cov credit is of secondary importance to the fact tha class. Although "not the priority" the fact that F fastest rider, well, that's quite something. Matt new (kinda) team to end the year as the only rid series he finished. Hats off to Matt, a



THE YEAR: **Phillips**

g pleased with what he achieved this season.
manufacturer their first ever world title. But that's
veted Enduro 2 title with seven day wins to his
t he topped the new for 2016 overall EnduroGP
Phillips ended the year as the recognised overall
t rose to the challenge of new machinery and a
er to earn double-digit points on each day of the
hard fought title that's well-deserved.



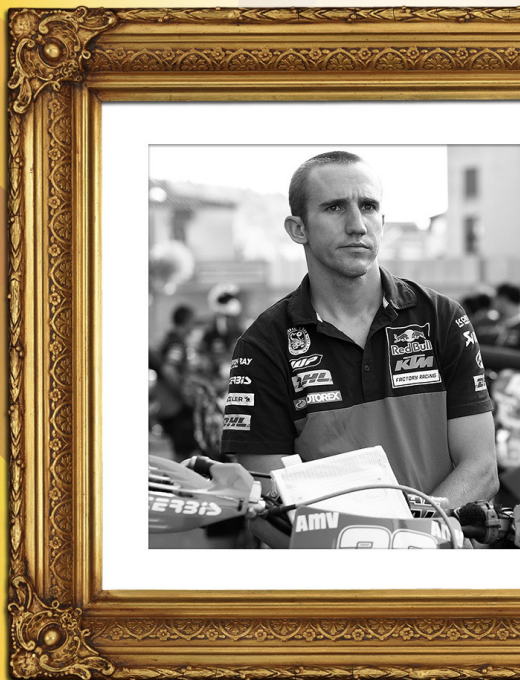
MOST IMPROVING Steve Hogg

The British youngster unquestionably showed his potential, but one, not even Steve himself, would have put money on him. Steve started strongly, second to team-mate Jonny Lee, but he really hit his stride. Winning the next four days' races in total, he not only quickly established himself as the star of his Beta team. Despite his rookie status he defeated the likes of Spain and a hefty crash in Greece to win the title on his first time of asking. Were it not for his unfortunate accident, he would have challenged Phillips for the



LOVED RIDER: Polcombe

ed some serious promise during 2015 but no money on a winning 2016 Enduro 3 campaign. Tony Aubert on day one in Morocco, and then days of the championship, and a total of 12 in as the #1 rider within the class but also within dealt calmly with mechanical issues in Finland a first Enduro 3 World Championship at the unfortunate mechanical mishaps he might well have overall EnduroGP title too.



STAND OUT PR Taylor Roberts –

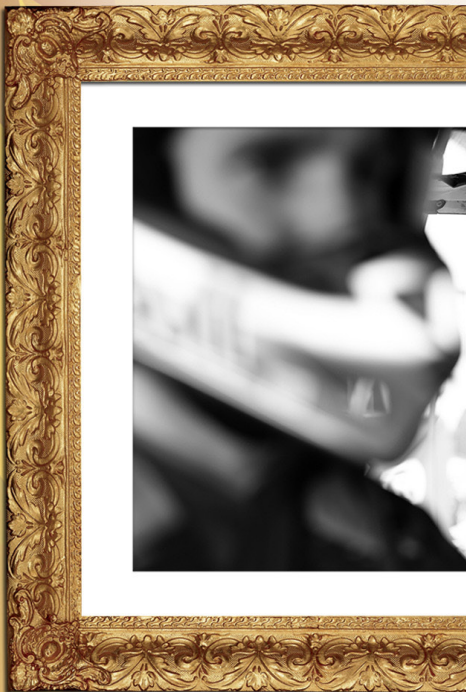
For a rider that lives in the desert Taylor Roberts was a bit of a muddier. Doing ok at the season opener – his first – he stepped things up a level or two at round two in a memorably muddy a number of riders excelled.

those who rose to the occasion, but in topping the list he supposed to excel in Roberts delivered one hell of a performance. had a tough time of things at the season opener, he injured his hand, Roberts' w



PERFORMANCE GP of Portugal

ert sure knows how to haul when conditions get
first ever world championship event – he then
n Portugal. With heavy rain making conditions
Matt Phillips and Steve Holcombe were among
g the Enduro 2 class in conditions he wasn't
of a stand out performance. With KTM having
er one-week earlier when Christophe Nambotin
vin was welcome good news.



BEST PERFORMER **Nathan**

When Nathan Watson was announced as a KTM Enduro MXGP racer to deliver results like he has. Hitting the first round of the Italian Enduro Championship, where he not only more than made up for in raw speed, quick learning and times out at the season opener in Morocco, Nathan won the first day two in Portugal – showing that no matter the conditions in Sweden and Finland he again impressed before claiming the title in Sweden. With the exception of just one disappointing race throughout the second half of the series. Just not in the Remes, Watson unquestionably made one hell of a



ING NEWCOMER **Nathan Watson**

Enduro Factory Team rider few expected the former
ing the ground running by topping the opening
at Nathan lacked in woods racing experience he
ing and a natural aptitude for enduro. Third both
an then moved one step closer to the top spot on
conditions he could deliver the goods. In Greece
ng his first day win of the series on day two in
ting day – day one in Italy – Nathan was brilliant
ine points behind eventual E1 title winner Eero
an impression during his first season in enduro.



BIKE OF THE YEAR **Sherco 300**

Matt Phillips and Sherco's 300 SEF-R are any of the mid-sized French four-stroke ridden by it the biggest prize of them all, that of overall carry Phillips to the finish, throughout a long world champ showed his 300cc machine no m. Seemingly underpowered against their 450 m outright grunt it seemingly more than made. Handing Sherco their very first enduro wor work and belief of his CH Racing team resu



THE YEAR 300 SEF-R

thing but obvious bedfellows. Yet during 2016
s big and burley Tasmanian charger claimed
EnduroGP champions. Only once failing to
g and challenging season the now three-time
mercy to prove above all else that less is more.
mounted rivals, what the 300 SEF-R lacked in
up for in ease of handling and controllability.
ld title, Phillips' efforts matched to the hard
ulted in a truly memorable year for Sherco.



EVENT OF The Endu

2016 saw a notable change in Enduro World in the weather, too. Enduro tests – longer, the series, highlighting the need for more t in Morocco it was the enduro test that dete and every round that followed it was a simil 2016 championship so different to previous series was either wet or incredibly muddy. system following the dry dusty trails of Moroc Day one in Italy was muddy. There were ma importance of the enduro test is v



THE YEAR Enduro Tests

Championship events, and a notable change to more technical enduro tests – returned to traditional woods riding skills. At round one determined the results. And at just about each round a new story. What made the eight rounds of the series years was the fact that close to 50% of the time Portugal was muddy – a real shock to the system. Greece was muddy. Sweden was muddy. Many world-class events during 2016, but the weather was what really made the series great.



ONE TO REMEMBER **Christophe**

Christophe Nambotin's 2016 season was not a championship under prepared and on new machine. He needed a good year. He didn't have one. Knowing following winter knee surgery, a busted hand on the bike he wanted. For one reason or another Nambo won nothing of the series. But he did deliver a little of the old might well show the young guns the way forward. To adjust to the slippery conditions, the old master did it day one. It was vintage Nambotin.



REMEMBER Valentino Rossi

Nothing short of a disaster. Coming into the season, more than at any other time in his career, knowing that he'd need to race himself into shape for the day one of the season opener was the last thing he would either fail to start or fail to finish 10 days later. It was a reminder that if fully fit in 2017 he would be a force to be reckoned with. On day one in Italy, as most struggled to get started, he finished as the event's overall fastest rider on the track – smooth, focused and fast as hell.



PERSONALITY **Ivan Cervantes**

For more than a decade Ivan Cervantes's was the Enduro World Championship. A rider that has put fans first, the five-time champion's welcoming personality has amassed a large and loyal following. But like all things, it has come to an end. Bowing out at the GP of France, while taking his final appearances in the years ahead his time as a full-time professional is all for one last season in the hope of proving to himself that he can still openly accept that his time at the top is over, and that he is no longer at the top of the podium. But Ivan remains every bit the same, still hoping to one day make a positive and last



OF THE YEAR ervantes

armth and charisma has helped light up the long understood the importance of putting his character and showmanship have helped him good things Ivan's enduro career has come to the Spaniard will likely make occasional one-off all-time enduro racer is over. Wanting to give his to himself that he still had the pace to win Ivan his pace no longer enough to carry him to the a champion, a role model for upcoming riders ing impression on the sport. Gracias Ivan.



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// Photo: Future7Media // Team Rider: Jack Edmondson

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DEP ENDURO RIDERS:

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// JAMIE LEWIS // LEE SEALEY // CHARLIE EVANS
// JOE WOTTON // WAYNE BRAYBROOK
// ALEX WALTON // JANE DANIELS // RHIAN GEORGE
BEN WIBBERLEY // GLENSI JONES //



PERFORMANCE ENHANCING PRODUCTS

GAS GAS EC300

BACK FOR THE FUTURE

Back in the enduro bike building game but yet to let their R&D department loose on their woods machines, Gas Gas' 2017 offerings might not be radically different but after a lot of uncertainty surrounding the brand's future they're nonetheless here. We took their EC300 for a ride...

Words & Photos: Future7Media



RE



All seemed lost for Spanish manufacturer Gas Gas a year ago - reportedly 30 million Euros in debt, production ceased and factory workers laid off. Around the world, Gas Gas importers were either going out of business, changing their business or enduring endless sleepless nights.

Thankfully, there was a happy ending to this tough tale. It's not a story that passed without some intrigue though. Rumours of a KTM take-over caused protests by the passionate and loyal Catalan factory workers. Collectively, a sigh of relief was breathed when electric bike manufacturer, Torrot, got the nod to take over the firm allowing production to begin once again.

Trials bikes are the brand's bread and butter, which meant a full range of TXT triallers were the first to be put back into production, earlier in 2016. A full range of enduro bikes will follow they say but for now, ladies and gentlemen, we have the 2017 Gas Gas EC300 to shout about.



WHAT'S NEW?

Changes to the 2017 Gas Gas EC300 are few, which is understandable given the seismic events that happened over the last couple of years. That said an electric starter and kickstarter remain, with a new V-Force 4 reed valve and FMF pipe working together to produce a more linear power delivery and slightly smoother bottom end.

The starter relay and battery sit under the seat in a better position, hanging between the top two subframe spars and out the way more. A simplified wiring and Hidria ignition system helps tidy the wiring up and reduce weight. The new EC300 also gets a Regina chain plus a host of minor tweaks to help rider feel - oversized foot pegs, stronger handlebars and new grips. Brakes get a few tweaks too with Galfer Wave discs (260mm front, 220mm rear) and Nissin master cylinder and caliper set-up. There are latest spec (stronger) Excel rims holding Metzeler Six Days Extreme tyres.



GAS GAS EC300



CHASSIS AND SUSPENSION

It's hard not to feel instantly at home on a Gasser – they have character derived from their trials background, which we find makes them accommodating. The seat is tall and narrow so you feel perched up a little by comparison, even though the actual seat height is favourably 10mm lower than some other 300cc 2T machines.

The EC300's riding position is quite flat too and as soon as you get on it feels positive, alert and to borrow KTM's strap line for a minute, ready to race.

Gas Gas have a history of mixing components up a little between models and the fully adjustable 48mm Marzocchi forks and Reiger rear shock suspension combo here is no different, though it is one we've tested before. This bike we tested was boxfresh too, which meant things were a little harsh and though that shouldn't make any difference in





theory, a new bike always feels better after a few hours riding. There's plenty of adjustment front and rear though.

Still, and it's a comparison we couldn't help making, the suspension isn't on par with the new crop of forks and shocks arriving on most the new models lately. Plush control of bike movement, a highly effective range of adjustment and a hydro stop system front and rear from WP fitted to 2017 Husky and KTM bikes has set a new benchmark for enduro and that's a tough act to follow. The Marzocchi forks feel good but, newness aside, they felt a little harsh at times, less plush through the stroke when the front wheel collected a rock or lump suddenly.

The shock is a little unnoticeable back there, controlling things well most of the time but like the forks could've done with a little set-up time to suit our average build test rider. If you're buying this bike then some suspension work might well be on the cards to get it working better for you.

The Nissin brake system of Galfer wavey discs is a proven set-up that works, we know some people have preference for different manufacturers and combinations but we found no problems during our test with feel or power.



THE ENGINE

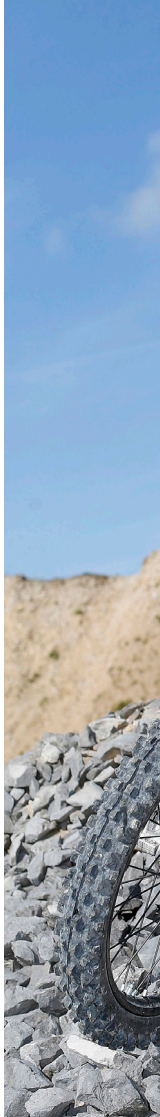
The Gas Gas 300cc two-stroke motor is a thoroughbred and no mistake. Any 300cc two-stroke engine is a mighty thing and the Gas Gas designed and built motor is no exception. From the start this brand new bike felt crisp, sharp and alert - just as you'd expect and hope a 300cc two-stroke engine is going to be.

The engine response off the throttle is amicable enough if you keep the revs low and ride it more like a trail bike (nothing wrong with that by the way). Take it somewhere more extreme, or try to scale some more technical going, and it remains happy. Fuelling well throughout our test it gave good feel in some dry and rocky conditions. It also pulled well though the gears with the torque making easy work of fourth and fifth gear riding - great news if you're a low-in-the-revs kind of rider.

But that's not what this animal does best. Let go of the leash and you don't have to twist the throttle far to feel the force of the 300cc engine. It's a cracker, which is to say it cracks the whip if you're being lazy on the loose stuff. Maybe we're being a bit over dramatic but the phrase Jekyll and Hyde sprang to mind during the test. In some ways it seemed to have slightly more old-school mannerisms - nice as pie one minute and ready to murder you the next. Which is what plenty of people love about this size of engine of course. If that's what you want it won't disappoint.

The dry and rocky, old quarry where we tested meant the tyres had a tough time keeping hold of the dirt, like any bike would. At times that fiery power delivery was a bit too peaky and difficult to hold grip as the power kicked in but things would surely be different in a loamy forest. It's all about taking a different approach and definitely it took us a bit of riding to dial our heads in to the EC300.

A little more control of that peaky power wouldn't go amiss for many club level riders and a tad more linear power delivery would give any rider better feel for grip. That said we wouldn't want the EC to lose any of the old-school, 300cc two-stroke power that makes it such a great engine.





GAS GAS EC300



ERGONOMICS

The 2017 graphics are saucy looking, aren't they? We think it's certainly a good-looking bike whether you're a Gas Gas fan or not. As mentioned earlier the seat feels pretty narrow and generally it's a nice bike to move around. Only the bars sat a little too flat for our personal liking.

The switchgear screwed to the bars is a tad less refined than some bikes on the market and get this, there's also an ignition key! While that is no bad thing you kinda get



used to not having keys and we kept forgetting to turn it off when we killed the engine.

The EC300 Gasser is heavier by comparison to other models in its class. Around 9kg heavier (than KTM's EXC 300, from their claimed figures) making the Gas Gas a chunk weightier, with 3kg, according to the spec sheets, added to the bike by the electric start alone. Even if you're not interested in numbers that makes for a pretty noticeable effect on the way a bike handles.





WHAT WE RECKON

Changes to the 2017 Gas Gas EC300 model are positive and we're glad simply to see a new Gasser exists. Though clearly the changes for the new model are largely bolt-on parts, it is a little more than just an update of bodywork and graphics you might see on the surface. Understandably, there is little in the way of engine and chassis development, which as such means we're looking at the 2015 R model here. Bigger changes are coming, so Gas Gas tell us.

For now though the EC300 generally feels like a great bike but one which in truth was on point a couple of years ago. The reality is it's not quite as refined overall as the rash of current crop 2017 models we've tested in recent months. From the brakes and suspension, to the switch gear and engine performance the EC300 feels a small step behind the rest.

It's a natural negative, sadly, and we feel a bit bad saying it, but the consequence of the downtime at the Gas Gas factory (no money, no production, no development, etc) basically means time has stood still for a couple of years while other manufacturers have been moving on. It's a harsh comparison to make because bike manufacturers by nature never stand still with development. Gas Gas had no choice but to rely on existing development and quite simply had to just get some bikes out to get bums on seats. Which we hope they do, those factory workers deserve it.

It is great to see Gas Gas back and if you want something different, something which isn't the same as so many other bikes around, then you might want to look in the direction of your nearest Gas Gas dealer.

GAS GAS EC300





JUST SAYING... THREE THINGS WE'D LIKE TO SEE

1. That starter motor! It sticks out like a proverbial sore thumb, doesn't it? Alongside most other bikes you'd care to mention it is an untidy solution. Sure, we like the starter motor being there but visually it certainly doesn't do all that much for an otherwise nice looking bike.
2. Less weight is always good for bike control (not to mention muscle fatigue) so having four-stroke amounts of weight on a two-stroke bike is, well, a sign that some development is needed at the Girona factory regards the engine and chassis.
3. Suspension is a preference issue, always. Some people get theirs worked on before they've even fired a new bike up while others happily ride around on a standard set-up. We felt the Marzocchi forks and Reiger shock combo was a tad harsh and not as controlled (plush feeling) in its movement by comparison to other 2017 models.



ULTIMATE PROTECTION



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LITTLE WONDER

Words: Future7Media, Photos: Husqvarna & Tim Tighe



R



Say hello to our medium-term test bike, Husqvarna's TX125. Now, you might be asking 'why the 125?' Well, truth be told we straight up fancied something a little different. A bike most adult enduro riders probably wouldn't look twice at. So we gave it to an average sized adult male - Enduro illustrated's resident testers Jon Pearson - to see how he with an 'obsession with four-strokes' would get on with the TX and find out whether a grown-up can live with a kids bike?

"PERHAPS THE BIGGEST SINGLE THING I'M ENJOYING ABOUT THE TX125 IS HAVING LESS WEIGHT UNDER ME. JUST OVER 90KG WITHOUT FUEL IS A CHUNK LESS HEAVINESS THAN ANYTHING ELSE..."



I know what you're thinking, "WTF, it's a 125!" And you're right. But you're also wrong, just as I was... let me explain. I confess to preferring four strokes, or I think I do. I feel happier finding grip with low-end power and I'll happily grunt about low in the revs, short-shifting like a lazy boy and living with a little extra weight. Lazy could well be the key word here.

My ears pricked up when it was suggested Enduro Illustrated could take hold of a shiny new TX125 for a few months because firstly just lately I've been almost always wishing I was on a lighter bike and secondly people I trust keep telling me I might be faster on a two-stroke. But a 125 two-stroke? That's some serious downsizing.

Time for a second confession - I had a revelation during KTM's 2017 model launch earlier in 2016. Riding up and down the same technical, rocky dried-up stream bed on the 125XC-W, well, it was the easiest and most enjoyable thing I've done for a long time. The way the bike helped me make rapid progress through that notably technical terrain stuck with me.

Fast-forward a couple of months, Husqvarna loan us their baby enduro model TX125 and I'm wazzing round a fairly harmless local MX practice track having a fantastic time. I followed that slightly over-enthusiastic bedding-in process with a two-hour sprint race, run by Fast Eddy aka Paul Edmondson. It was the final round of the GBXC Championship and couldn't have been a more unfussy, uncomplicated and friendly event to get to know the TX better.

I clocked up a few hours on the Saturday (practice day) to work out how far I could run on the TX's 10-litre tank. I must admit I swap bikes so often I never feel confident with my own judgment, working out the time I can run before fill up's needed. I went into the two-hour race unsure of myself but I needn't have been because it worked out perfectly.

I felt that tell-tale 'bwoar' throttle response after one bit of heavy braking, looked down to see probably half a litre left in the see-through tank, then switched the fuel tap to reserve with just a lap and a half to run. I'm calling that perfect. It would've drank more fuel if the course had been faster but two hours of riding on one tank isn't bad at all.



LESS IS MORE, RIGHT?

Two hours of non-stop riding was brilliant for me, though my hands didn't fair so well (more on them later). A sustained burst of time on the bike is the beauty of a sprint race and I ended up doing my own thing, pacing myself and trying to keep it consistent.

No question I would have got more tired and my pace would have dropped off if I was hauling a bigger capacity bike through the trees. What the TX helped me with what I'm calling my overall race fitness. Although you have to work harder with the gearbox and clutch, the bike is so much lighter it makes a big difference over the duration of a race. Sure, that's down to my fitness – not the greatest, certainly not the worst – but riding a 125 is beginning to make a case for itself.

Perhaps the biggest single thing I'm enjoying about the TX125 is having less weight under me. Just over 90kg without fuel is a chunk less heaviness than anything else (except other 125s) and I'm fully appreciating having a lighter bike to boss about. It makes me feel good on the jumps. I can put the bike where I want with notable ease. I brake harder and later than people around me. I'm reeling people in through the trees – what's not to like? Right now, the positives are seriously outweighing the negatives.

Talking to Fast Eddy himself, an expert on all things 125 if ever there was one, he rightly says that the humble 125 is a great bike to learn technique on. I must admit I never spent too much time riding a 125 when I was younger but could feel myself learning again.

It took me by surprise how much I enjoyed both the lack of muscle fatigue thanks to the lighter bike and the constant goals I needed to overcome due to having less power – it made the sprint race fly by and made the race easier. The overriding feeling I have post ride is a buzzing sensation and I'm not talking about two-stroke hand tingles...





"I NEVER SPENT TOO MUCH TIME RIDING A 125 WHEN I WAS YOUNGER BUT I CAN FEEL MYSELF LEARNING AGAIN... CARRYING MORE CORNER SPEED WAS ALL PART OF THE FUN."

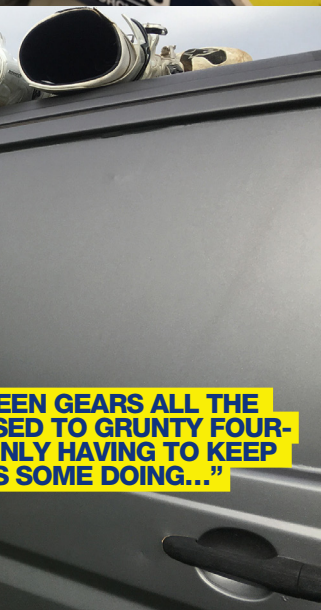


**"I FELT CAUGHT BETWEEN
TIME. WHEN YOU'RE US
STROKE BIKES, SUDDEN
THINGS SINGING TAKES**



GRIPPING STUFF

I know I'm opening myself up for a pasting here (soft hands, pen-pusher, etc) but the standard ODI grips ruined my hands. Too soft and too sticky aren't words I thought I'd ever say about handlebar grips, but the standard Husky grips gave me blisters within just two short hours. The only time I get blisters normally is when I'm hanging onto a bike for dear life for fear reasons! I was having too much fun on the TX125 to be on a white-knuckle ride so I'm blaming the soft grips. I'm going to change them.



MAPPING

Is it mad that a 125 two-stroke has an engine map switch, or is it just me that thinks that way? Why would you need to tone down a relatively small amount of power? Well, what if you were a 15-year-old just getting on your first big bike?

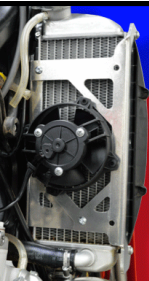
After experimenting with both maps, for long enough periods of time, it was the more powerful option that I preferred best. In the softer map it was harder work up hills (needed more momentum or more clutch use) and had a dramatic effect in the woods where I felt caught between gears all the time. When you're used to grunty, four-stroke bikes, suddenly having to keep things singing takes some doing. Riding with the softer map exaggerated the problem. In full power mode the bike punches stronger out the corners and makes life easier.

**SEEN GEARS ALL THE
USED TO GRUNTY FOUR-
ONLY HAVING TO KEEP
S SOME DOING..."**

SUSPENSION

It's tough to say much about the WP suspension because it suits me just fine. I'm just about average build and more or less in the middle of 'average human who rides a dirt bike' in terms of weight. That means I rarely have to do much to a standard bike to make it comfortable and handle well enough, unless the track is specifically technical or fast.

The Xplor 48mm fork top adjusters make life so easy I've simply used the harder settings so far to get myself used to the bike. I've done the same with the rear with just a touch more rebound damping to stop the bike kicking me in the arse on braking bumps. After the sprint race I might now look at playing around with the suspension a little more, see if I can get a little clicker perfection. **e**



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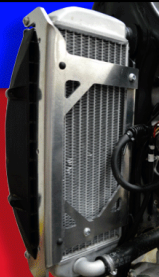
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GALLERY #19.3

Words and Photos: Future7Media



The struggle was real for most riders competing at Red Bull 111 Megawatt this year. Heavy rain the night before the event turned the dry Polish sand into soft, gooey, power sapping slurry. While Jonny Walker, Mario Roman and Wade Young battled for the win countless eager extreme enduro riders struggled. For most that struggle was focused on the challenging Endurocross track. Stuck bar-to-bar, many boiled over just as their bikes did. Some weren't worried one little bit.



PRESENTED BY


MOTOREX
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Graham Jarvis



Monster Machine



Power station





Mario Roman

GALLERY #19.3



Wade Young

GALLERY #19.3



Stefan Svitko



Jonny Walker



Alfredo Gomez

GALLERY #19

Manni Lettenbichler







GALLERY #19.4

Words and Photos: Future7Media

The final piece of the 2016 EnduroGP puzzle fell into place when the GP of France brought this year's Enduro World Championship to a close in Cahors. With all still to play for in the E1, E2 and E3 classes, the final race of the year was a highly charged affair in which Eero Remes, Matt Phillips and Steve Holcombe eventually emerged as the season's deserved champions.



PRESENTED BY



GALLERY #19.4



Loic Larrieu



GALLERY #19.4



Ivan Cervantes



Laia Sanz



French enduro fans



Matt Phillips & Steve Holcombe



Taylor Robert



GALLERY #19.4



Jonny Aubert



GALLERY #19.4



Steve Holcombe

Mathias Bellino





CH Racing Sherco team

GALLERY #19.4



Pascal Rauchenecker



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ON THE COVER: If there was one thing
we learned while taking Jonny Walker's
KTM 300 EXC for a spin in France it's that
simplicity is the key to an effective extreme
enduro machine. And that the world's best
like to keep things soft.

EVENT: KTM Enduro Factory Bike Test, France

PHOTO: Future7Media

enduro

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